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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT**

REPORT NO.

O6D  
25X1A

COUNTRY USSR (Lithuanian SSR)

DATE DISTR. 28 Sept. 1951

SUBJECT Baltic Airfields

NO. OF PAGES 1

PLACE 25X1A

NO. OF ENCLS.  
(LISTED BELOW)

ACQUIRED [REDACTED]

DATE OF 25X1A

SUPPLEMENT TO  
REPORT NO.

INFO 25X1A [REDACTED]

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1. On the basis of personal observation, one of the sources states that about June 1950 very extensive engineering work began on an airfield at Panevezys, which up until that date had accommodated propeller-driven fighters and twin-engine bombers.
2. All around the existing field levelling and tree-cutting was done by locally recruited labor, including women and children. Inside the field the work was performed by some 2,000 laborers brought from Minsk, where they had also been engaged in airfield expansion. These laborers had previously been brought from the Urals to Minsk.
3. These imported laborers stated that the field at Panevezys was the "largest in the Baltic." Large structures, including roofs, were being poured of concrete; and, since concrete aprons (sic; taxiways?) were being built to lead down to them, the laborers assumed that these were underground hangars. As of May 1951 "much" uprooting of trees and levelling had yet to be done, the runway extensions were not yet poured, and the hangars were still incomplete.
4. On the basis of common talk among the local inhabitants heard by two of the sources, the construction of a completely new airfield was started late in 1949 west of Panevezys, north of the railroad line, between Radviliškis and Seduva, and nearer to the latter.
5. On the basis of occasional observation during travel, other fields in the Baltic known to sources include: Siauliai, a training base where parachuting takes place; Kedainiai; Telšiai; Ukmergė; and Kaunas, a training base at which there are fighters and twin-engine bombers. On hearsay the sources know of two fields at Vilnius, a large field at Riga, and a "huge" airbase at Kaliningrad.

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		No Change In Class. <input type="checkbox"/>	
		<input type="checkbox"/> Declassified	
		Class. Changed To: TS S (C)	
		Auth. No. 76-2	
		Date: 22 AUG 1978	By: 24

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